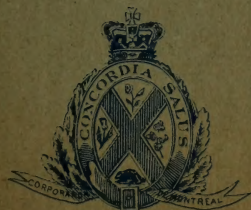


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Montreal.

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MONTREAL



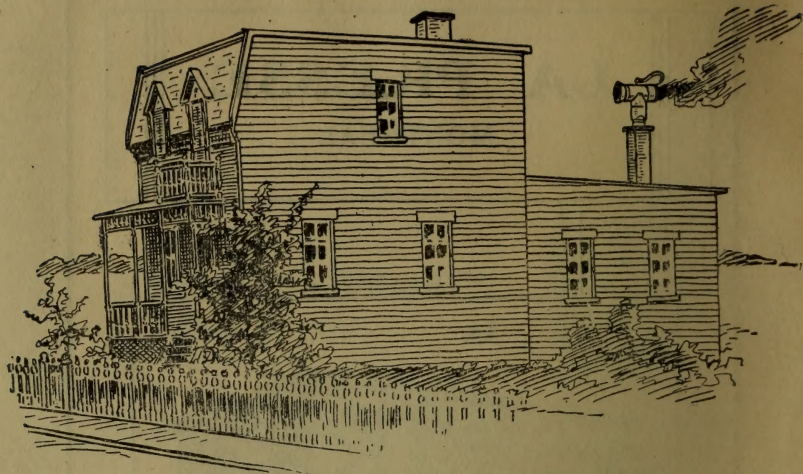
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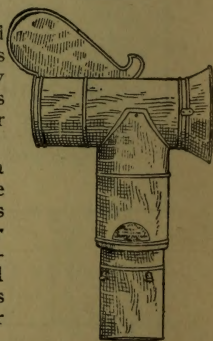


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INTRODUCTION



A Handy Guide containing a complete and convenient map of the City of Montreal, together with a concise and useful book of information for its numerous visitors has long been needed. It is true there already exists several Guide Books of Montreal and its suburbs, but none so far can be termed a "Handy Book of Information on Montreal." The majority of them are too voluminous, too bulky, to be handled easily; the others too historical, too much documentary or descriptive to be at hand to the busy stranger who steps in the Canadian metropolis and wants useful pointers on a thousand and one different subjects, and at every hour of the day.

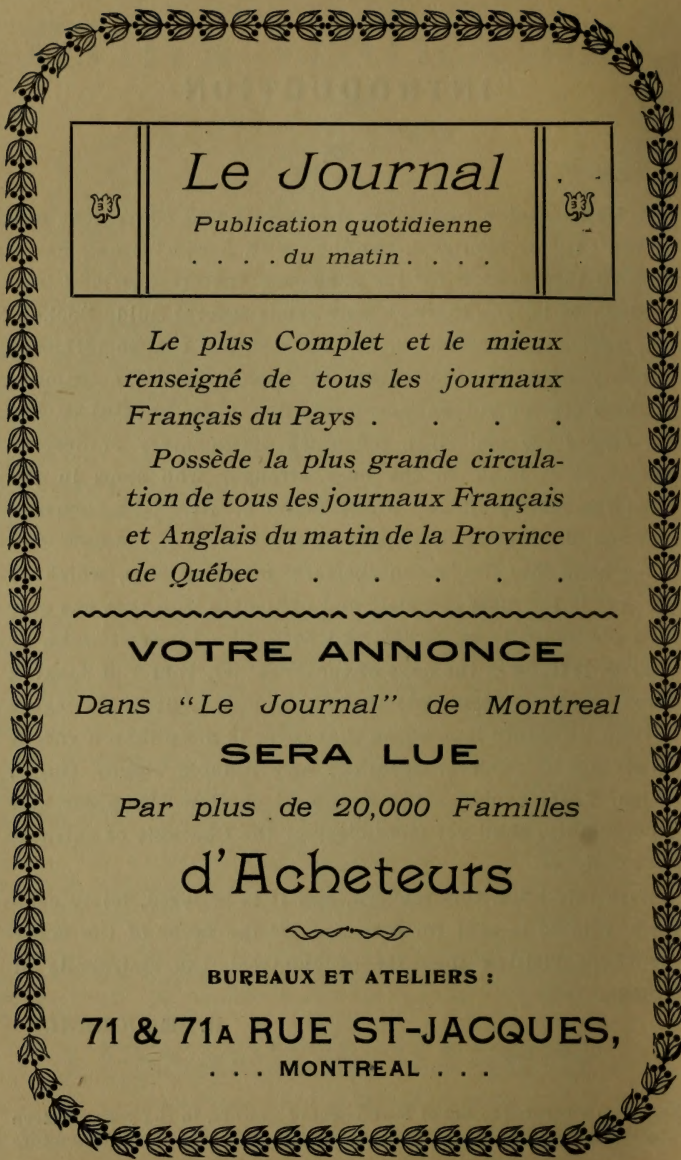
We hope this Guide and specially prepared Map, which by the way is the most complete and up-to-date map that has ever been published in Montreal, will both fill a long-felt want.

True, it is, as in the days of the Preacher, that "of making many books (of Montreal) there is no end," but in the legion of local literature it is hoped that there is more than a vacant corner for a modern, accurate, and reliable Handy Guide, which, while avoiding the Scylla of shallow cheapness and superficiality, shall yet steer clear of the Charybis of extravagant cost.

With this hope, this modern, and it is believed, fairly complete, volume is sent forth to sue for the favor of the many thousands visiting the City of Montreal, the Metropolis of Canada.

R. BEAUGRAND.

ENTERED according to Act of Parliament of Canada, in the year nineteen hundred and three, by R. BEAUGRAND, at the Department of Agriculture



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HANDY GUIDE

TO THE

City of Montreal

I

General facts as to the City of Montreal

MONTREAL'S geographical position is one of the most advantageous and, for a close observer, it is no wonder it became the chief city of Canada by its importance, its population and its business. The last census (1901) quotes Montreal with its suburbs at the 350,000 mark. But Montreal is moreover the financial and manufacturing centre of Canada, and also its chief port.

Montreal is situated on an island formed by the St. Lawrence and Ottawa rivers and on the site of the ancient village of Hochelaga, visited by Jacques-Cartier in 1535. A trading post was established here by the French 250 years ago ; and this was the last place yielded by the French to the English in 1760. For many years it was the chief centre of the fur trade.

Montreal's geographical position. — It is unrivalled Montreal, at the confluence of the St. Lawrence and Ottawa ; at the point where the St. Lawrence ceases to be navigable for ocean ships, and where that great river affords a gigantic water-power ; at the meeting point of the two races that divide Canada, and in the centre of a fertile plain, nearly as large as all England, has guarantee for future greatness, not based on human legislation,

but in the unchanging decrees of the Eternal. The street bustle is sufficient, and the business activity enough, to convince anyone that Montreal is a great modern city.

The origin of the word Montreal.—History says that Jacques-Cartier having visited the Indian village situated at the very place where Montreal is to-day, expressed the desire to ascend the mountain near by, and was conducted thither by the natives. From its summit he discovered an immense extent of fine country, interspersed with rivers, woods, hills and islands, the site of which filled him with feelings of joy and gratification. In honor of his king, the king of France, he gave to the elevation, the name—which has since extended to the city—Mont-Réal (two french words meaning Mount Royal).

The population.—The population at the end of French rule in 1760 was some 3,000 ; in 1790, 9,000 ; in 1809, about 12,000 ; in 1842, 50,000 ; in 1871, 107,000. To-day, as has already been said, it is over 350,000. Its shipping trade, founded on the ancient annual barter between the Indian tribes here, amounted in 1840 to 31,266 tons, in 1902 to some 4,000,000 tons divided between ocean-going and inland vessels ; while the number of its transatlantic lines was 15. Prior to 1851 only vessels under 600 tons, and drawing not more than 11 feet of water, could pass up to Montreal ; but by degrees, a channel 30 feet deep has been dredged all the way up so as to admit of the largest ships reaching the port from the Atlantic Ocean. At the same time the inland canals have been deepened to some 14 feet.

But Montreal is not only the chief port. It is also the head office of two transcontinental lines, the Canadian Pacific and Grand Trunk railways. Other important companies are also situated here. Among its banks it is only necessary to name the Bank of Montreal, one of the most important banks of the world, the Merchants Bank, the Hochelaga Bank, the Molsons Bank, the Provincial Bank, etc.

The St. Lawrence River.—The River St. Lawrence is 1500 miles long, and drains an area of 330,000 square miles. From Montreal to Quebec, a distance of 160 miles, its width varies from one to two miles ; from a short distance below Quebec to the Gulf of St. Lawrence it varies from 10 to 35 miles in width. Half way

between Montreal and Quebec it widens out into Lake St. Peter, which is twenty miles long and nine miles wide. The distance from Montreal to the Atlantic Ocean is a little under 1,000 miles. The city is 250 miles above salt water, and it is 315 miles nearer to Liverpool than is the city of New York. One third of the whole distance to Europe, by way of the St. Lawrence, is comparatively in smooth water.

Westwardly, the distance from Montreal to Chicago, by the St. Lawrence, is 1261 miles or 158 miles less than the distance from New York to the same city, while the canals of the St. Lawrence aggregate only 70 miles against 350 miles of artificial navigation by the Erie canal to Buffalo.

Water supply.—The water supply of the city is taken from the St. Lawrence about one mile above the head of the Lachine Rapids, at a point about 37 feet above the summer level of the harbor of Montreal.

The Climate.—On the average Montreal's climate is a very healthy one. The following are taken from official figures and are calculated from the last nine years.

Thermometer. Lowest reading, 26 below zero. Highest, 90 in the shade. Barometer. Highest reading, 31. 091 inches. Lowest, 28. 913 inches.

Velocity of the wind. Highest reading, 65 miles an hour. Rain-fall : Highest, snow and rain, in 1890, 42. 598 inches. Lowest, in 1891, 28. 778 inches.

The area.—The city of Montreal, without counting the suburbs, covers an area of $9\frac{1}{2}$ square miles, or 6, 072 acres, divided into thirteen wards : St. Gabriel, Hochelaga, St. Jean-Baptiste, St. Anne, Centre, West, St. Antoine, East, St. James, St. Lawrence, St. Louis, St. Mary, and St. Denis.

The number of dwellings in these wards is calculated to be 48,157 and the number of families 51,759. It is a fair calculation to say that there is an average of five members by family.

Financial standing.—Montreal's yearly revenue amounts to \$3,400,000. (Reports for the year 1902.) Taxable property. \$155,000,000. Exempted from taxation, \$39,000,000. The city's debt amounts to \$27,500,000.

II

The arrival in Montreal

 *To locate the places referred to in this chapter, please consult the annexed map.*

Advice to inexperienced travelers. — An arrival in Montreal, or in any other large city, alone and for the first time, is an ordeal to which many persons look forward with justifiable dread. What shall they do first—whither shall they go—what arrangements are to be made regarding baggage—how shall they find the proper way — how escape mischievous misleading of some sort and unnecessary expenses ?

These questions occur to many inexperienced travelers ; and it is the purpose of this chapter to answer them, as to Montreal, as explicitly as possible.

As it has already been stated in the preceeding chapter, Montreal is not only the chief port of entry of Canada, it is the head of several important railroad lines. So that you may enter the Canadian Metropolis either by land or by water, by train or by steamer.

Railway Stations. — There are three railway stations in Montreal, viz. the Windsor street station, the Bonaventure Station, and the Viger square Station.

The Windsor street Station is on Windsor street, in the western part of the City. It is the main station of the Canadian Pacific Railway. As a rule this station connects with all points west and south on the Canadian Pacific Railway system. This station is also used by the St. Lawrence and Adirondack Railway, the New York Central, Boston & Maine, R. R., etc.

The Bonaventure Station is on St. James street, in the western part of the City, near Windsor street. It is the chief station of the Grand Trunk Railway. This station is also used by the Interco-

lonial Railway, the Central Vermont R. R., the Canada & Atlantic R. R., the Delaware and Hudson R. R., the South Shore R. R., and some other local lines. As a rule, trains from this station connect with all points west and south.

The Viger Square Station, is on Craig street, in the eastern part of the City, near St. Denis street. It is another Canadian Pacific station and as a rule connects with eastern and northern points. This station is also used by some Northern local trains.

Steamers.—Montreal possess Steam Ferries, River and Lake Steamers, Gulf Steamers and Ocean Steamers.

Steam Ferries ply at frequent intervals to St. Helen's Island (every fifteen minutes); Longueuil (every seventeen minutes); Laprairie (four or five times a day).

River and Lake Steamers ply regularly from Montreal up or down the river St. Lawrence to Quebec, Three Rivers, the Saguenay, Beauharnois, Lachine, Cornwall, Kingston, Toronto, and other ports; up the Ottawa river to Carillon and Ottawa; to Sorel and to ports on the river Richelieu.

Gulf Steamers run to Charlottetown, Pictou, St. John's, Nfld., and other ports in Gaspé, the Baie des Chaleurs, Magdalen Islands, Prince Edward Island, Cape Breton and the gulf St. Lawrence.

Ocean Steamers run to Liverpool, to Glasgow, to London, to Havre, to Bristol, to Antwerp, and to other transatlantic ports.

The following, which is a condensed list of the departures of different steamers, will prove valuable to visitors. Further information may be had from the head offices of the different Companies referred to.

The Richelieu and Ontario Navigation Company controls the following lines: Ferry Lines, from Montreal. Toronto Line, between Montreal and Toronto. Chambly Line, between Montreal and Chambly. Verchères and l'Assomption Line, between Montreal and Contrecoeur and Bout de l'Isle. Quebec Line, between Montreal and Quebec. Three Rivers Line, between Montreal and Three Rivers. Saguenay River Line, between Quebec and Chicoutimi. Sorel and Berthier ferry. Sorel and Pierreville Line. Hamilton Line between Montreal and Hamilton.

Steamer *Chateauguay* leaves Montreal for Chateauguay and Beauharnois. Steamer *Alexandria* leaves Montreal for Rochester, N. Y., Picton and Belleville, Ont. Steamers *Ocean* and *Persia* leave Montreal for St. Catharines, Ont. Montreal and Cornwall line leaves Montreal Tuesday and Friday noon for Cornwall, Ont., and Valleyfield. Ottawa River Navigation company leaves Montreal for Ottawa. Ottawa Forwarding Company plys between Montreal and Ottawa. Steamer *Ida* runs from Montreal to Ottawa. Black Diamond Line between Montreal and St. John's Newf. North American Transportation Co., leaves Montreal for Gaspé ports every Monday. Quebec S. S. Co., Steamer *Campana* leaves from Pictou, N. S.

As to the Ocean steamer lines, the following are the most important: Allan Line running to Liverpool and Glasgow Beaver Line for Liverpool. Dominion Line for Liverpool. Furness Line for Liverpool. Franco-Canadian Steam Navigation Co., direct sailings between Montreal, Hâvre and Marseilles. Donaldson Line to Glasgow. Thompson Line to London, Leith, Newcastle and Aberdeen. Lord Line to Cardiff and Pickford. Black's Line to West Indies. Elder Dempster Line to Liverpool, Bristol and London. Hamburg-American Packet Co., for Southampton, London and Hamburg.

Baggage transfers and delivery. Each passenger on a Canadian railway is generally entitled to 150 pounds of luggage (baggage) free: but it may be said that a little overweight is seldom charged for. The so-called "Check System" makes the management of luggage very simple. On arrival at the station, the traveler shows his railway ticket and hands over his impediments to the Baggage Master, who fastens a small metal or card-board tag to each article and gives the passenger similar "checks" with corresponding numbers. The railway Company then becomes responsible for the luggage and holds it until reclaimed at the passenger's destination by the presentation of the duplicate check. As the train approaches the larger cities, a *Transfer Agent* usually walks through the cars, undertaking the delivery of luggage in the city and giving receipts for the checks. The charge for this is usually 25 cents per package. It is thus more economical to have one large trunk than two or three smaller ones.

The hotel porters who meet the train will also take the traveler's checks and see that the baggage is delivered at the hotel. In departing, the trunks may be sent to the railway station in the same way, either through a transfer agent or the hotel porter ; and if the traveler already has his railway ticket, they may be checked through from the house or hotel to his destination. Baggage, unaccompanied by its owners, may be sent to any part of the Country by the Express Companies, which charge in proportion to weight and distance. The drawbacks to the transfer system are 1o, that the baggage must usually be ready to be called for before the traveler himself requires to start, and 2o, that sometimes a little delay may take place in its delivery ; but this may of course be avoided by the more expensive plan of using a carriage between the railway station and the hotel.

Hacks, Cabs, etc.—The following is the official tariff regulating the cabmen of Montreal and presently in force (1903) :

Tariff for Hackney Carriages.

ONE HORSE VEHICLES.

		Time allowed—Fifteen minutes.	
By time	By the drive	For 1 or 2 persons... ..	25 cts. For 3 or 4 persons.....40 cts.
		Time allowed—Thirty minutes.	
By time	By the drive	For 1 or 2 persons.....	40 cts. For 3 or 4 persons.....60 cts.
		For the first hour.	
By time	By the drive	For 1 or 2 persons.....	75 cts. For 3 or 4 persons.....\$1.00
		For every subsequent hour.	
By time	By the drive	For 1 or 2 persons.	60 cts. For 3 or 4 persons.....75 cts.

TWO HORSE VEHICLES.

		Time allowed—Fifteen minutes.	
By time	By the drive	For 1 or 2 persons.....	50 cts. For 3 or 4 persons.....65 cts.
		Time allowed—Thirty minutes.	
By time	By the drive	For 1 or 2 persons.....	65 cts. For 3 or 4 persons.....75 cts.
		For the first hour.	
By time	By the drive	For one or 2 persons.....	\$1.00
		For 3 or 4 persons.....	\$1.25

BAGGAGE

For each trunk carried in any such vehicle, 10 cts.

No charge shall be made for travelling-bags, valises, boxes or parcels which passengers can carry by the hand.

a. When the drive exceeds half an hour, hour rate to be charged : fractions of hours for any drive exceeding one hour shall be charged at *pro rata* hour rates as above established for drives by the hour.

N. B.—The first sentence of paragraph a, reading as follows : “ When the drive exceeds half an hour, hour rate to be charged ” has always been held by the Courts to mean that, in the event of the drive exceeding the half hour, the hackman must only charge according to the number of minutes occupied for the drive, taking as a basis for calculation the rate of the first hour.

b. For drives between midnight and four o'clock in the morning, fifty p. c. shall be added to the tariff rates above established.

c. The tariff by time shall be applied to all drives extending beyond the city limits provided the engagement be made within the limits.

d. Children under 5 years of age and sitting on their parents' or guardians' lap will be admitted free of charge, and shall not be held as being included in the word “ person ” in the said tariff.

e. The word “ drive ” wherever it occurs in the said tariff, shall be held to admit stoppages within the time fixed for said drives.

Hotels, Lodging Houses and Restaurants.—Montreal's Hotel list is quite considerable. The following are the most reliable : Windsor Hotel, St. Lawrence Hall, Viger Square Hotel, Riendeau Hotel, St. James Hotel, Queen's Hotel, Carlslake Hotel, Russell Hotel, Albion Hotel, Turkish Bath Hotel, Jacques-Cartier Hotel, Stanley Hotel, Grand Union Hotel, Savoy Hotel.

For a lodging House the best way to find one is to go through the evening papers in which they are advertised as soon as there are empty rooms.

As to restaurants, they are easily detected by their large signs on all Montreal principal business streets.

Foreign Consuls.—Argentine Confederation, Colonel F. C. Henshaw, Street Railway Building, 8 Place d'Armes Hill.

Austro-Hungarian, Dr Freyesleben, 1071 Sherbrooke.

Belgian, Jesse Joseph, 180 St. James.

Brazil, Claude de B. Leprohon, 32 Chomedý.
Colombia (United States of) Rodolphe Lemieux, 1592 Notre-Dame.
Danish Consul General, Hermann H. Wolff, 170 McGill.
French Consul General, A. Kleckzkowski, 99 St. James.
German Empire, Franz Bopp, 600 Sherbrooke.
Greece, J. Ponsonby Sexton, 185 St. James.
Guatemala, Henry Brophy, 386 St. James.
Italy, Count F. Mazza, 107 MacKay.
Japan, Hon. T. G. Nossé, 5 Beaver Hall Sq.
Mexico, D. D. Ansell, 39 St. Sacrement.
Monaco, J. L. Coutlée, 20 St. James.
Netherlands, S. B. Heward, 18 Hospital street.
Nicaragua, Emanuel Ohlen, 15a Bleury.
Portugal, F. A. Routh, 195 Commissioners.
Russia, Nicholas de Struve, 99 St. James.
Spain, Senor Don José Manuel Quintana, 26 McGill College Ave.
Sweden and Norway, Gustaf Gylling, 18 St. Alexis.
Switzerland, D. L. Rey, 14 Cadieux.
Uruguay, Col. Henshaw, 8 Place d'Armes Hill.
United States of America, Major Alanson Edwards, 260 St. James.

Banks.—It is to the traveler of a paramount importance to know on his arrival in a City, the location of the principal banks. The following are the addresses of the head offices of the most important banks of Montreal.

Bank of Montreal, 113 St. James Street. Bank of British North America, 140 St. James Street. Bank of Ontario, 107 St. James Street. Banque Hochelaga, 93 St. James Street. Banque Nationale, 99 St. James Street. Bank of Nova Scotia, 164 St. James Street. Imperial Bank, 157 St. James Street. Montreal City and District Savings Bank, 176 St. James Street. Eastern Townships Bank, 183 St. James Street. Canadian Bank of Commerce, 189 St. James Street. Molsons Bank, 200 St. James Street. Sovereign Bank, 202 St. James Street. Merchants Bank, 205 St. James Street. Bank of Toronto, 260 St. James Street. Dominion Bank, 1720 Notre-Dame Street. Royal Bank of Canada, 1760 St. James Street. Bank of Ottawa, 1774 Notre-Dame Street. La Banque Provinciale, 9 Place d'Armes. Quebec Bank, 11 Place d'Armes.

III

Getting about the City

Now that the Visitor knows everything important that pertains to his arrival in Montreal, there is no doubt a few words as to the various methods of "getting about the City" will be appropriate and useful.

Street car system.—One of the matters in which Montreal is well abreast of the times is in relation to its street car system. The Canadian Metropolis is known to possess one of the best, as to quickness, reliability and management, street car system in the world. Montreal cannot boast of having any elevated railways (in fact, are they an ornament to any city?), nor has Montreal any cable street car system, not the old fashion horse car, as you might see them in great cities like New York, Chicago, etc.

Montreal's street cars are controlled by two unique companies, the Montreal Street Railway Company and the Terminal Railway Company, the latter having, so to say, up to the present time, just an entrance in the City. But the Terminal Company expects to operate extensively in a very near future in the eastern part of the City, that is east of St. Lawrence street. As may be seen by the detailed map accompanying this guide, the Company has already landed a few miles of track from the eastern entrance of the city, on Notre Dame street, down to Craig street, by a northern detour.

So that, presently, the Montreal Street Railway Company owns practically the monopoly of the Street car system in Montreal.

The latter system comprises fifteen great routes, viz.

Route.	Lights.
NOTRE DAME....Notre Dame from East to West End of City,....	White.
ONTARIO WELLINGTON & QUEEN'S PARK....Wellington, McGill, Craig, St. Lawrence, Ontario, Letourneux, Verdun & Lachine Rapids.....	Red
OUTREMONT....Craig, Bleury, Park Avenue,.....	White.
PARK AVENUE ...Bleury, Park Avenue,.....	White.
ST. CATHERINE....From East End of St. Catherine to West End, Victoria Ave., Sherbrooke, Greene Avenue (Westmount).....	Red.
ST. DENIS, ST. HENRY & ATWATER....From Shamrock Grounds (North End), St. Denis, Craig, St. James to St. Henry, Atwater, St. Antoine.....	White
ST. ETIENNE....St. Etienne, south of Wellington.....	White.
WINDSOR & ST. LAWRENCE....St. Lawrence, St. James, Windsor, St. Catherine, Green] Ave., Sherbrooke, Victoria Ave.,.....	Green.
AMHERST BELT....Amherst, Logan Park West, Rachel, Dufferin, Mount Royal Avenue, Park Avenue, Bleury, Craig,.....	Amber.
AMHERST AND PAPINEAU....Rachel, Papineau to C. P. R. track, ...	White
BEAVER HALL....St. Catherine, University, Beaver Hall Hill, McGill, Notre Dame, St. James,.....	White.
BELT LINE COMMISSIONERS STREET....Craig, Berri, Riverfront, McGill, St. James, Windsor, St. Catherine, St. Denis,.....	White
CRAIG, CENTRE AND DELORIMIER....Centre, Wellington, McCord, Notre Dame, McGill, Craig, DeLorimier,.....	Blue.
COTE ST. PAUL, ...From St-James to Lachine Canal,.....	White.
GUY....Guy, Notre Dame, Seigneurs, St. Patrick and Shearer to Guy,.....	White

The following will prove very useful to Visitors who intend getting about the city by the street railway system.

The fare is 5 cents, with tickets (6 for 25 cents) and transfers for all lines, but in one direction only. That is, if you have been going east by Craig Street, you cannot have a transfer to return west by a parallel line, Notre-Dame street for instance.

The Montreal Street Railway Company, at the present date (May 1903) has 114 miles of tracks. Its equipment is 350 winter cars and 350 summer cars.

This system also controls the Montreal Park and Island Electric Railway Company which operates lines that run to outside places, viz. Lachine, Back River, Cartierville and intermediate stations. These outside connections will be explained in some following chapter, at the proper place.

The Terminal Railway Company.—As has already been said, this company is a new one which only had its franchise from the City some years ago. Its system connects with the Bout de l'Ile line.

 Strangers will do well to remember that throughout the City the Street cars will stop only on the nearest side of street crossings, except in the middle of long blocks, where stopping places are indicated by signs.

 It is important strangers, before getting about the City, should consult carefully the accompanying map, on which the street car lines, directions, and connections are plainly visible by **red lines** for the Montreal Street Railway Company and **dark lines** for the Terminal Company.

Post Office and Postal Facilities.—Montreal's general post office is located corner St. James and St. François Xavier streets, in the very centre of the city.

The principal regulations regarding postal matters might prove very useful to strangers visiting Montreal.

1st Class Matter includes Letters, Post-Cards, Legal and Commercial papers wholly or partly written with the exception of those specially exempted, and all matter of the nature of a letter or written correspondence. The letter rate for Canada and the United States is 2 cents per oz., and for all other destinations 2 and 5 cents per $\frac{1}{2}$ oz.

All classes of matter may be registered to places in Canada, the United States and Postal Union Countries by payment in addition to the ordinary postage, of a special registration fee of 5 cents in postage stamps on each, at the Post Office of despatch, for which a receipt is given, and the sender may entitle himself to an acknowledgement of delivery from the party addressed by the payment of a fee of 5 cents in addition to the registration fee. Letters addressed to mere initials, to fictitious names, will not be delivered, unless a street address, the number of a box or some other definite direction is added. As to post cards, it may be said that nothing whatever may be attached to a post card, nor may it be cut or altered in any way. A previously used post card, bearing a one cent stamp, will not be accepted as a post card. Miscellaneous matter for the United States. Newspaper and general printed

matter, except books. Rate, 1 cent per 4 oz. Other miscellaneous matter, including books. Rate 1 cent per 2 oz. but a minimum prepayment of 5 cents is required for legal and commercial papers. The limit of weight for patterns and samples is 2 oz. and for the other matter under this head 5 lbs.

Telegraph Companies.—There are two principal telegraph companies in Montreal, the Canadian Pacific Telegraph Company and the Great North Western Telegraph Company.

The general rate is 25 cents for ten words and a cent for every additional word. This rule is however subjected to distances.

The Great North Western.—This company has 1900 offices in Canada, 40,000 miles of wire and 18,000 miles of poles, these figures not including lines belonging to the Great North Western and comprised in the states of Maine, New Hampshire, and New York.

The Great North Western also connects with the Western Union which has a mileage of 1,029,500 and 23,567 offices.

The Canadian Pacific Telegraph Company has some 50,000 miles spreaded principally in the West down to the Pacific Ocean.

Telephones.—There are also two telephone compagnies : the Bell Telephone Co'y and the Merchants, the latter being more of a local company. The former covers nearly the whole of Canada.

Express Companies.—There are four main express companies, viz., Dominion, Canadian, National and American. The three latter are combined in one with offices in the G. T. R. building, McGill street.

The Dominion Express Company's main office is located on St. James street, No 187.

Messenger Service.—When in want of a messenger, just ring up Main 1253. The scale of rates is as follows : For district comprised between Inspector st., Dorchester and St-Gabriel, 10 cents. For district comprised between Guy street, Sherbrooke and Amherst, 15 cents. For district comprised between Atwater Avenue, Pine Avenue and Delorimier avenue, 20 cents. For district comprised between St. Henri and Westmount, St. Louis street, and City eastern Limits 25 cents. An extra charge of 5 cents is made when an answer is required.

IV.

Theatres and other amusements

Once safely arrived and lodged as comfortably as possible in a hotel or a boarding house, the Visitor in seek of rest or diversion will look for the best way in which to spend his first evening in the city. As a rule, his taste will be for theatres, music entertainments, etc., where he can enjoy himself while resting from the fatigues of the travel.

The above consideration has led the writer to give the present place to this chapter.

As every important city, Montreal possesses its theatres, its music halls, and its public entertainments.

The chief theatre of Montreal is the Academy of Music, located at No 13 Victoria street, close to St. Catherine street. Its characteristic is opera, comic opera and tragedies.

Proctor's Theatre, 451 Guy street, close to St. Catherine street. Stock Company and selected vaudeville.

Théâtre National Français. 1440 and 1446 St. Catherine street, near Beaudry street. French stock Company. Popular dramas.

Théâtre des Nouveautés. 1861 St. Catherine street, corner of Cadieux street. French comedy and drama by Parisian French stock company.

Théâtre Français, 1891 St. Catherine street, corner of St. Dominique. American dramatic and operatic companies.

Palais Royal. 532 Lagauchetière, near St. Lawrence street. French stock company. Light opera and French comedy.

Théâtre Royal. 15 Côté street, near Craig street. American vaudeville and dramatic companies.

In all of these theatres no smoking is allowed. By telephoning from the hotel, you can generally reserve your seat in advance, but it will only be kept at the box office until 8 o'clock p. m.

Performances at all these theatres begin at 2 o'clock, for matinees, and at 8 o'clock for evenings.

The theatrical season ordinarily opens in the last weeks of August to close in June or the last weeks of May according to temperature.

Montreal also possesses two splendid entertainment parks : Sohier Park. Notre Dame street, corner Panet street. A sort of "al fresco" music Hall, with lovely promenade on the river front, variety entertainments, songs and dance, etc.

Riverside Park, 650 Notre Dame street, Maisonneuve, also located on the bank of the river, but further east. Excellent view is afforded. Music Hall, vaudeville attractions, etc.

Then there are also some large skating rinks which are occasionally used in summer as concert halls, or for light opera :

Arena, corner St. Catherine street and Wood avenue.

Le Montagnard, 805 St-Hubert street.

Victoria, 49 Drummond street.

To the lovers of Music, Montreal's most important concert Halls are :

Monument National, 218 St. Lawrence street.

Windsor Hall, near Windsor Hotel.

Y. M. C. A. Hall, Dominion Square.

Musee and Theatre.—Eden Musee and Theatre, 206 St. Lawrence street (the electric cars stopping at the door) will prove very interesting to Visitors. Open afternoons and evenings. Variety entertainments. Curiosities. Historical Groups and Collections.

Museum—Château de Ramezay, historical and ethnological Museum, Notre Dame street, opposite City Hall.

Natural History Society, zoological, mineralogical &c., curiosities, corner University and Cathcart.

Redpath Museum—McGill University, Sherbrooke street.

Art Gallery Corner of Phillips Square. Collection of paintings, bronzes open from 10 am, to 4 p. m. Spring and autumn exhibitions of art are held here, and fine loan collections are frequently on view.

V.

A Tour of the City

What is the best route to take for a day's tour of the city of Montreal? This is a question that might be debated a long time and yet pass without a satisfactory answer. In the first place, even excluding all the sights dealt with at length in other chapters, such as the theatres, the parks, the harbor, etc., it would be a huge day of hard work to attempt to inspect the remaining features of Montreal. It is, therefore, proposed here merely to lay down the principal characteristics of Montreal and give the best and quickest means of throwing a good preliminary glance on the City.

First, let us say the City is divided into two parts, the East and the West, the dividing line being St. Lawrence Main street which you can easily find on the map.

The French part of the population, which is more than half of the total, occupy mainly the eastern section of the city. The Irish occupy the south west part known as Point St. Charles and the English and Scotch generally live in the western part.

The chief business streets, with the best shops and stores are St. Catherine street, St. James street, Notre Dame streets, and also St. Lawrence street, all except the latter running parallel with the River St. Lawrence.

The streets immediately adjoining the river, principally in the centre part of the city, are reserved for wholesale houses, storages, provision merchants, and business pertaining to the harbor, as marine companies etc.,

Banking, insurance, stock exchange, mining, and brokers in general are to be found south of the Post Office, on St. Francois Xavier street, St. Sacrament, Notre Dame, St. James, St. Peter, Place D'Armes, etc.

The manufactures, as a rule, are located in the extreme parts of the city, on the boundary limits, either east or west.

The “ newspaper row ” is on St. James street, between St. Lambert Hill and the Post Office. There we found the important French dailies occupying magnificent offices, *La Presse*, *La Patrie*, *Le Journal* and *Le Canada*. The English papers are a little more west, the *Star* being on St. James street near St. Peter street, the *Herald* on Craig street near St. Francois Xavier, the *Gazette*, opposite the latter and the *Witness* on Craig street corner Bleury.

The handsomest residences are located on the north western part of the city, adjoining the slope of Mount Royal. Most of the public edifices and many of the private residences, may be said, *en passant*, are built of a fine grey limestone, quarried in the neighbourhood.

For a **Car drive**, around the City taking as a starting point Dominion square, we would advise the following route :

Take *Windsor and St. Lawrence* car going west which will bring you St. Catherine west and around Westmount. Returning, transfer at Glen on *St. Henry* Car. Then transfer to Notre Dame street and take car going east to Maisonneuve. Return by same street connecting with *St. Catherine* car going west. Transfer corner St. Catherine and St. Lawrence and take *Ontario and Wellington* car going north and then east. Transfer at DeLorimier street taking *Craig and DeLorimier* car going south and Craig street west. Then transfer corner Craig street and Place d'Armes Hill taking *Ontario and Wellington* car going west. Return by same way and transfer corner Bleury and Craig or St. Lawrence and Craig on *Amherst Belt Line* car which will bring you back to corner St. Lawrence and Craig. Then transfer on *Windsor and St. Lawrence* car which will bring you to Dominion square. No extra charge for transfers when going in opposite direction. Approximate time, 4 hours. Cost, 20 to 25 cents. Approximate number of miles, 30 miles.

VI.

Public Buildings

The reader will notice that in the present chapter no mention is made of the churches, hospitals, educational or benevolent institutions, historical monuments or tablets, markets, or buildings connected with the harbor. The writer thought advisable to devote special chapters to these different features. For the present, let us consider just the governmental, municipal and commercial buildings of Montreal.

It might be said that the Place d'Armes is the very heart of Montreal. There we find the Bank of Montreal, one of the greatest financial institutions of the world, and which is considered a masterpiece of architecture. It is built in the Corinthian style and has a frontage on St. James street of over 100 feet and extends over Fortification street in the rear, down to Craig street. The entrance is by a portico, supported by immense columns of cut stone. These are surmounted by a pediment. The sculpture on the pediment is 52 feet long, and weighs over 25 tons, there being twenty different pieces. The figures are colossal, 8 feet in height for a human figure, and are placed at an elevation of 50 feet from the ground.

Adjoining the Bank of Montreal, at the corner of St. James and St. Francois Xavier streets, is the Post Office, a building of grey limestone, with a frontage on St. James street of 129 feet. The style of architecture is modern Italian. The central tower contains a large illuminated clock, with immense dial plate. The whole building costs about \$800,000.

Then, at the corner of St. James and Place d'Armes, there is the New York Life Insurance Building with magnificent view

from tower. Close by is the Imperial building and the palatial new buildings of the Liverpool & London & Globe Insurance Company corner St. James and Place d'Armes and of the Royal Insurance Company, corner Notre Dame and Place d'Armes. La Banque Provinciale is on the east side of place d'Armes and is a well executed building in the modern French Renaissance style, four stories in height with high mansard roof. The Banque d'Hochelaga on St. James street, near Place d'Armes, is also a fine building.

Then following Notre Dame street to the east from Place d'Armes, we soon reach the Court House, a large edifice in a classical style, with a central dome. But the most striking feature is its large Ionic portico. Ample proportions are given to the entrances, vestibules, corridors, and staircases, while spacious halls of justice and public offices are laid out, as well as ante rooms and private chambers for the judges and chief officers of the court. The total length of the building is 300 feet; width, 125 feet; height, 100 feet. It is built wholly of Montreal stone.

Close by is the City Hall which is a very handsome building. It is 185 feet in length, and is built in adaptation of Modern French style, with lofty mansard roof and central pavilion. All the municipal offices are in this building. The Recorder's court, police Office, and Detective Headquarters are in the basement. (The city is governed by a Mayor and thirty-four aldermen, all elected every two years.)

Continuing eastwardly on Notre Dame street, we find a little further on the left, the Viger square station where come in one section of the C. P. R. trains.

Returning to Place d'Armes by Craig street will be seen on the right hand the Drill Shed, headquarters for Montreal's military service. Then, on St. Gabriel street, the Provincial Government Building, which is just a place of sitting for the Quebec Legislature ministers when they come to Montreal. In the same building are the head offices of the Board of Arts and Manufactures which is a commission nominated by the Provincial Government for holding industrial exhibitions, carrying on technical schools, etc.

Starting west from Place d'Armes square, on St. James street, will be seen the British North America Bank Building, the St. Lawrence Hall, the imposing buildings of the Standard, Temple, Canada Life, the Guardian and London and Lancashire, then the Molsons and Merchants Bank, near St. Peter street. Corner McGill street is the Bank of Toronto Building.

Turning on McGill street, towards the river, will be seen the magnificent building of the Grand Trunk Railway Company.

Returning east by way of St. Paul street, you will admire occupying nearly all the space between St. John, St. Sacrament, St. Nicholas and St. Paul streets, the new Board of Trade Building, a large edifice of grey limestone in a modified Renaissance style, built in 1902-03 with a facade 234 feet long. Eastwardly, close by, on St. Sacrament street are the head offices of the Great North Western Telegraph Company, corner of St. Francois Xavier street, and a little to the north, on the latter street, at the corner of Hospital street, the neat building of the C. P. R. Telegraph Company. On Hospital street is also to be found the Montreal Stock Exchange Building which deserves a special visit.

The west end, in the vicinity of Dominion square, also comprises several imposing public buildings ; viz. the Bonaventure Station starting point of the Grand Trunk lines, the Windsor Hotel on Dominion square, and the Windsor street C. P. R. station.

Further east, at the junction of Craig and Notre Dame streets, to be found the Montreal jail, a spacious stone building.

VII.

City's Parks and Squares

Properly speaking there are no boulevards in the city of Montreal, but it is to the broad acres of its parks, its beautiful and artistic abundance of squares, that Montreal owes of her adulatory appellation, "The Garden City of Canada".

Mount Royal Park.—Mount Royal Park is not only Montreal's most magnificent park, but it is recognized as one of the most splendid parks of the world. It is visited daily, during the summer season, by hundreds of tourists from all parts of the globe. Its beautiful and romantic drives, balmy air, and matchless view from its lofty summit, will always have a fascination for the lovers of nature. To visit Montreal and not to have visited Mount Royal Park, is to have missed the principal attraction of our island city. We strongly advise visitors to pay a visit to this "paradise for weary humanity" The park might be reached either by the Mountain Elevator which connects with the top of Bleury street car line, or by a winding roadway or again by long flights of steps ascending from the head of Peel street and near the elevator. The park covers 460 acres and is one of the most beautifully situated in the world. Its natural advantages have been skilfully supplemented by the taste and experience of Mr. Olmsted, the designer of Central Park, New York. The mountain consists of a mass of trap-rock thrown up through the surrounding strata of limestone. From the top of the Incline Railway we reach out the Outlook Platform by taking the path to the left and then following the drive. It may also be remarked that a path beginning just on this side of the platform descends to the head of the Peel street steps. The view of the city and its environs from the platform is superb. Beyond the city flows the St. Lawrence, with the Island of St. Helen and the Victoria Bridge, one of the greatest modern specimens of engineering skill.

The mountains on the other side of the river, named from left to right include Montarville, Belœil, Mt. Rougemont, with Mount Yamaska behind it, Mt. Shefford, and the conical **Mt. Johnson**. The Adirondacks are also visible in the distance to the South West and the Green Mountains to the South East.

Fletcher's Park.—On the very slope of Mount Royal, on the eastern side, is to be found Fletcher's Park. In summer it is the play grounds of hundreds and hundreds of children and to all those who intend spending a cool and quiet afternoon it is a most popular rendez-vous.

St. Helen's Island.—Montreal possesses another pleasant park on the Island of St. Helen which was named after Champlain's wife, the first European lady that came to Canada. St. Helen's Island is reached by a small steamer plying from the Richelieu & Ontario Wharves. A fort and barracks, formerly used by the British troops, still remain. There are also to be found on the Island public baths, attractions of all kind, refreshments, etc. The return fare is 5 cents.

Lafontaine Park.—Lafontaine Park, with its magnificent flower conservatory and its artificial lake, deserve also a special visit. It is bounded, as will be seen on the Map, by Sherbrooke street, Papineau avenue, Rachel and Amherst streets. It is easily reached by any of the Amherst Belt Line Cars.

Champ de Mars.—At the back of the Court House and City Hall extends the Champ-de-Mars, the parade Ground of Montreal's militia men.

Westmount Park. — Is bounded by Sherbrooke street, Lundsdowne Avenue, Western Avenue and Murray Avenue. It is reached by the Windsor and St. Lawrence and also the Ste. Catherine street car lines going west.

Squares.—Apart from its splendid parks, Montreal possesses over fifteen squares which are always well kept with flowers and are a very nice place to rest for the pedestrian visitor.

The Viger Square extends from St. Denis to St. Andre streets between Dubord and Craig streets. It is right in front of th

Viger square station. It contains large fountains and is always well ornamented with flowers.

Dufferin Square. Corner **Dorchester** and **Chenneville** streets.

Bellerive Square. On **Notre Dame Street** east, near the **Montreal Jail**.

Gallery Square, corner **Wellington** and **Centre** streets, **Point St. Charles**.

St. James Square. On **St. Denis** street, near **St. Catherine** street, opposite **St. James** church.

Dominion Square. Corner **Windsor** street and **Dorchester**, in front of the **Windsor Hotel**. One of the nicest squares of the city.

Place d'Armes, bounded by **Notre Dame** and **St. James** streets and **Place d'Armes**.

Richmond Square. Corner **St. Antoine** and **Richmond** streets.

Western Square. Corner **Ste. Catherine** and **Atwater**. A cool and nice place reached by the **Ste. Catherine** cars.

St. Louis Square. On **St. Denis** street corner **St. Louis** street. Large fountains and abundance of flowers and plants.

Haymarket Square. Corner **St. Paul** and **Inspector** street.

Phillips Square. Corner **Ste. Catherine** and **Union Avenue**.

Victoria Square. Corner **Craig** street and **Beaver Hall Hill**.

St. Patrick's Square. On the **Lachine** canal bank, near **Wellington** bridge.

Jacques Cartier Square. On the river front, near **City Hall**.

City Hall Square, between **City Hall** and **Court House**.

Grand Trunk Square, on **McGill** street opposite **G. T. R.** offices.

Ste. Cunegonde Square. On **St. James** street corner **Vinet**.

VIII.

Monuments, Historical Souvenirs and Tablets

Montreal counts but few monuments which are worth seeing, but, on the other hand, it is full of historical souvenirs which the patriotism of a certain number of citizens has kept to public devotion by memorial tablets in white marble to be found at several places in the city.

These are the principal monuments :

The Statue of Maisonneuve.—The founder of the City of Montreal, by Hébert. It stands in the centre of Place d'Armes square. It is of bronze and represents Maisonneuve in the cuirass and the French costume of the seventeenth century, holding the fleur-de-lys banner. The pedestal, of granite, shows the inscription : "Paul, Chomédy de Maissonneuve, fondateur de Montréal, 1642." It rests upon a fountain and displays several bas-reliefs.

Nelson's Monument.—A column surmounted by the statue of Admiral Nelson, erected in 1808 to celebrate the victory of Trafalgar. It stands on Notre Dame street at the entrance of Jacques-Cartier Square.

Queen Victoria.—This colossal bronze statue, by Marshall Wood, occupies the St. James street side of Victoria Square.

Chenier Statue.—This monument was erected on Viger square to the memory of F. O. Chenier, a young french Canadian Doctor who was killed in the rebellion of St. Eustache in 1837.

Bourget Monument.—This splendid Monument erected in June 1903 stands at the entrance of St. James Cathedral, near Dominion square. It was erected by the Catholics to venerate the memory of one of their beloved bishops.

Sir John MacDonald Monument.—On the southern portion of Dominion Square will be found Sir John MacDonald Monument. He was one of the most brilliant statesmen of this country and died only a few years ago.

Historical souvenirs and Tablets.—The Numismatic and Antiquarian Society of Montreal have carried out the very laudable project of erecting tablets recording many interesting events in the history of Montreal.

This work, inspired by a strong feeling of patriotism, has been quietly carried out, but in a most satisfactory manner. The tablets affixed to the walls are all in white marble, with the inscription carved in dark letters, in French or English, according to the locality in which they are placed and the nature of the incident recorded.

The following is the text of these inscriptions with their positions in various parts of the city. At the same time, it will enable the stranger to see which are the most interesting historical points of Montreal to visit.

No. 1.—Metcalfe, near Sherbrooke, site of a large Indian village, claimed to be the town of Hochelaga visited by Jacques Cartier in 1535.

No. 2.—Notre Dame, close to Papineau Square. To the Hon. John Molson, the father of steam navigation on the St. Lawrence. He launched the steamer "Accommodation" for Montreal and Quebec service.

No. 3.—On Custom House Square. "The first Public Square of Montreal, 1657—La place du marché—granted by the Seigneurs, 1676."

Nos. 4 and 5.—Front of Custom House. This site was selected and named in 1611 "La Place Royale," by Samuel de Champlain, the founder of Canada. Near this spot, on the 18th day of May, 1642, landed the founders of Montreal, commanded by Paul de Chomedey, "Sieur de Maisonneuve." The first proceeding was a (mass) religious service.

No. 6.—On Port Street. Here was the Fort of Ville Marie, built 1643, demolished 1648, and replaced by the house of Monsieur de Callières, 1686.

No. 7.—On Foundling Street. Site of the Chateau of Louis Hector de Callières, Governor of Montreal, 1684 ; of New France 1698-1703. He terminated the fourteen year's war with the Iroquois by treaty at Montreal, 1701.

No. 8.—Corner of St. Paul and St. Sulpice. Here was the first Parish Church of Ville Marie, erected in 1656.

No. 9.—On Seminary wall, Notre Dame Street. The second Parish Church of Ville Marie, built in 1672, dedicated 1678, and demolished in 1829, occupied the middle of Notre Dame Street.

Nos. 10 and 11.—On the Seminary Building. "The Seminary of St. Sulpice, founded at Paris by M. Jean Jacques Olier, 1641, established at Ville Marie, 1657 ; M. Gabriel de Queylus, superior, Seigneurs of the Island of Montreal, 1663."

"François Dollier de Casson, first historian of Montreal, Captain under Marshal de Fournier, then priest of St. Sulpice during 35 years. He died in 1701, curé of the Parish."

No. 12.—St. Helen, near Notre Dame. Here stood until 1866 the Church and Monastery of the Recollet Fathers, 1692, in which the Anglicans from 1764 to 1789, and the Presbyterians from 1791 to 1792 worshipped.

No. 13.—On the Imperial Building (107 St. James Street). Near this square, afterwards named La Place d'Armes, the founders of Ville Marie first encountered the Iroquois, whom they defeated, Chomedey de Maisonneuve killing the Indian Chief with his own hands, 3rd March, 1644.

No. 14.—Corner Notre Dame and McGill. "Recollet Gate." By this gate Amherst took possession 8th September, 1760. General Hull, U. S. ; 25 officers and 300 men entered as prisoners of war, 20th September, 1812.

No. 15.—Corner Notre Dame and Jacques Cartier Square. The residence of the Hon. James McGill founder of McGill University, 1744-1873.

Nos. 16 and 17.—On Chateau de Ramezay, opposite City Hall. Chateau de Ramezay, built 1705 by Claude de Ramezay, Governor of Montreal, 1703. Headquarters of La Compagnie des Indes, 1745. Official residence of the British Governors after the

conquest. Headquarters of the American Army, 1775, and of Special Council, 1837.

In 1775, this Chateau was the headquarters of the American General Wooster, and here in 1776, under General Benedict Arnold, the Commissioners of Congress, Benjamin Franklin, Samuel Chase and Charles Carroll, of Carrollton, held council.

No. 18.—Notre Dame, near St. Lambert Hill. Site of Christ Church Cathedral, the first Anglican Church, 1814, burnt 1856.

No. 19.—On Hotel Dieu Building. Hotel Dieu de Ville Marie, founded in 1644 by Jeanne Mance. Transferred 1861 to this land given by Gabriel and Benoit Bassett. Removal of remains of Jeanne Mance and 178 nuns in 1861.

No. 20.—Sherbrooke Street, near Montreal College, marking the headquarters of General Amherst at the time of the surrender of Montreal to the British power.

No. 21.—Notre Dame street, east of St. Lambert Hill. In 1694 here stood the house of La Mothe Cadillac, the founder of Detroit.

No. 22.—Corner of Sherbrooke and Park Ave; Major-General James Murray, Brigade Commander under Wolfe at Quebec, 1759, and afterwards first British Governor of Canada, encamped on this plateau with the second division of Amherst's army upon the surrender of Montreal and all Canada, 8th September, 1760.

No. 23.—Dollard Lane (at 226 St-James). To Adam Dollard des Ormeau, who with 16 colonists, 4 Algonquins, and 1 Huron, sacrificed their lives at the Long Sault of the Ottawa, and saved the Colony.

No. 24.—On the Bonsecours Market. Sir William Johnson commanded the Indian allies with Amherst's army 1760. To them was issued in commemoration the first British Montreal medals. Here stood the house of his son, Sir John Johnson, Indian Commissioner.

No. 25.—On St. Paul street, opposite Bonsecours market. Site of the House of General Ralph Burton, second Governor of Montreal, 1763. He executed on the Plains of Abraham at Wolfe's

dying command the military operation which finally decided the day.

No. 26.—On Dalhousie Square Fire Station. To Brigadier General Thomas Gage, second in command under Amherst, first British Governor of Montreal, 1760. Afterwards last British Governor of Massachusetts, 1775.

No. 27.—Near head of Simpson street. Site of the residence of Sir Alexander McKenzie, discoverer of McKenzie River, 1793, the first European to cross the Rocky Mountains.

No. 28.—Corner of Notre Dame and St. Peter Streets. Forrester House ; here General Montgomery resided during the winter of 1775-76.

No. 29.—Corner of Dorchester and Bleury. This street was named in honor of Sir Guy Carleton, lord Dorchester, commander of the British forces and preserver of the colony during the American invasion 1775-1776. Twice Governor of Canada, by whom the Quebec Act 1774, was obtained.

No. 30.—On St. Paul street, near Bonsecours market. The Papineau House ; six of their generations have dwelt here.

No. 31.—On Gault Bros. Warehouse (Site of the old first Baptist Chapel), St. Helen street. First young men's Christian Association on the American Continent, November 25, 1851.

IX.

River front and Harbor

One of the most interesting visits to be made in Montreal is to the River front and Harbor. It is a well known fact that Montreal derives its great bustle and activity from its harbor. This accounts for the enormous amounts of money which have been spent since late years on Montreal's harbor improvements.

Starting from the eastern part, near Maisonneuve, we first see three large wharves in course of construction, viz. (beginning by the east) : the Sutherland wharf, the Tarte wharf and the Laurier wharf. Each of these wharves have 1000 feet in length and will be accessible to vessels drawing 30 feet.

In the more center part of the harbor, we find four other large wharves : the Victoria (1000 feet with an addition), the Jacques-Cartier (1000 feet); the Edward VII. (1000 feet); and the Alexandra (800 feet).

It may be said that the walk between the Bonsecours market and the Custom House affords a good view of the Harbor, with its wharves and shipping. The river front is protected by a solid concrete embankment ($1\frac{1}{2}$ miles long) beginning at the entrance of Lachine canal. The wharves including those of the Allan, Dominion, Beaver, Richelieu and Ontario, and several other important lines, lie about ten feet below the level of the embankment, the object in this arrangement being to allow the ice to pass over them, when it breaks up at the end of winter. Vessels drawing $27\frac{1}{2}$ feet can reach Montreal at low water, and the channel is usually unobstructed by ice from the beginning of April to the end of November.

Elevators.—While visiting the wharves, the Stranger will notice a few large grain elevators. In the eastern part, near Bonsecours market, are two grain elevators belonging to the Canadian Pacific Railway Company, with a combined capacity of 1,000,000 bushels.

The Weber elevator, which is just completed, occupies the river front between Edward VII. and Jacques Cartier wharves. The following figures concerning the Weber elevator will prove interesting :

Height from head of piles to wharf level, 23 feet.

Wharf level to bins, 25 feet.

Height of Bins, 85 feet.

Height above bins, 95 feet.

Height of Elevator from top of piles, 228 feet.

Height from wharf level, 205 feet.

The height of Elevator from foundation is about 278 feet.

Cost of Elevator, \$606,600.

Cost of Concrete shore wharf, \$95,000.

Capacity, 1,000,000 bushels.

The Weber Elevator was constructed by the Steel Storage and Elevator Company of Buffalo.

Then, there is on Windmill Point, in the western section of the Harbor, the Grand Trunk Elevator, which will also have a capacity of over 1,000,000 bushels.

Guard Pier.—These large wharves jutting out into the river have involved the building of a long guard pier or “ice breaker,” stretching to the east from the north end of the Victoria Bridge. This pier is to be completely finished with concrete and the inner part of it will also be accessible to deep water vessels.

Buildings.—On the river front are to be found several buildings connected with the harbor's business. The Examining Warehouse is on Commissioners street, near McGill. Properly speaking, it forms part to the Custom House. It is a large grey limestone building four stories high.

Further on east is the Harbor Commission Office which occupies a large cut stone building. The Harbor Commission consists of members nominated partly by the Montreal Board of Trade, the Corn Exchange, the Chambre de Commerce, and the City Council, and partly by the Dominion Government. Its duties are to watch over the harbor, and generally to supervise all matters connected with the commerce of the City, other than the collec-

tion of custom duties. The board has also care of the channel the river as far as Quebec.

Nearby, on Custom House square, is the Inland Revenue Office. In old times it was the market place of the town.

Then we find the Custom House a triangular building of grey limestone, with an illuminated clock tower. The Custom House was originally erected by the Royal Insurance Company, and in 1870 purchased for \$200,000. There are three principal entrances, the most imposing being that by the stone portico facing Custom House square, and the other two being from Commissioners street and Common street, respectively. The long Room, the chief feature of the building, is 94 feet long, 26 feet wide and 27 feet high. The ceiling is very beautifully decorated, and at one end is placed the Royal Coat of Arms. The Warehousing apartments are exceedingly spacious and commodious. Three elevators are use in taking packages to the different flats.

Victoria Bridge.—One of the chief lions of Montreal is the Victoria Bridge. The Victoria Tubular Bridge, which was designed by Robert Stephenson and A. M. Ross and built in 1854-59 was on the same principle that had been successfully applied by Stephenson a few years earlier in the Britannia bridge over the Menai strait. It was $1\frac{3}{4}$ miles in length and consisted of 24 tubes supported by 24 piers besides the terminal abutments. The tubes, which were of wrought iron, were 16 feet wide and $18\frac{1}{2}$ -22 feet high. They were traversed by a single line of railway. The total cost of the bridge was \$6,300,000. This bridge, long regarded as one of the greatest bridges in the world, finally proved inadequate for the traffic and was replaced in 1898-99 by the Victoria Jubilee Bridge, a pin-connected truss bridge with 25 spans, accomodating two railway-tracks, together with two roadways and two footpaths. The new bridge rests on the same piers as the old one and was constructed over and around the latter without disturbing the traffic. The engineer was Mr. Joseph Hobson. The total cost was \$20,000,000. The old bridge entire weighed 9,044 tons, the new bridge weighs 22,000 tons. The total length of the bridge is 6,592 feet, length of centre span, 330 feet, length of side spans, 252 feet.

The flooring of the present bridge weighs 2,800 pounds per

lineal foot, and each span has been so erected that it will carry not only a train on each track, moving on opposite directions, but going at a rate of forty-five miles an hour, with a total weight of 4,000 pounds to the lineal foot, but also an electric train weighing 1,000 pounds per lineal foot, moving at a rate of twenty-five miles an hour ; as well as driveways and footwalks crowded with vehicles and pedestrians.

The new bridge ranks, from an engineering standpoint, with the foremost structures of the age, as the bridge which it replaces ranked the foremost as a monument to the skill of the engineer and bridge builders of the period in which it was built.

X.

Educational and Benevolent Institutions

EDUCATIONAL INSTITUTIONS

Montreal's educational establishments are divided into 1st, Universities ; 2nd, Colleges and Convents ; 3rd, Schools,

Universities.—McGill University is one of the leading universities of Canada. It is now attended by over 1200 students, taught by 150 professors and lecturers. The buildings are to be found on Sherbrooke street, between McTavish and University, on the very slope of the mountain. McGill College was founded in 1821 with the bequest of James McGill (1744-1813), a native of Glasgow, and has since been richly endowed by other public-spirited citizens of Montreal. It now includes the five faculties of Arts, Law, Medicine, Applied Science, and Veterinary Science ; and with it are affiliated the Diocesan, Wesleyan, Presbyterian, and Congregational Colleges of Montreal. The Course in Arts provide for the education of women in separate classes. The University owes much of its success to Sir William Dawson, the eminent geologist, who was its principal till 1893, when he was succeeded by Dr. William Peterson. The buildings include the original McGill College : the Workman Building, the McDonald Physics Building, the McDonald Engineering Building, and the McDonald Chemistry and Mining Building, all unsurpassed in America for completeness of equipment ; the Redpath Museum containing valuable collections of natural history ; the Redpath Library with accomodation for 150,000 volumes ; the Medical Building ; and the Royal Victoria College, a residential college for woman students, endowed by Lord Strathcona and open in 1899. The Presbyterian and Wesleyan Colleges are also within the same enclosure as McGill College.

The Laval University is also a very important university. It comprises faculties of Arts, Law Medicine, Applied Science and Veterinary Science. The latter faculty has its department at 78 Craig street, near St. Denis street.

Bishop's University only comprise a Medical Faculty,

LUBY'S GIVES NEW LIFE TO THE HAIR.

Colleges.—The two principal Colleges are the Montreal College and St. Mary's College. They are both Roman Catholic Institutions. The former (corner Guy and Sherbrooke) has been intimately associated with the history of Montreal for over two hundred years. The Theological Department has been the nursery of priests and missionaries for more than a century.

St. Mary's College, on Bleury street near St. Catherine, is under the direction of the Jesuit Fathers, and their boast is, that it is second to none of their establishments on this continent,

Among other colleges are the Montreal Business College, 42 Victoria Square. Congregational College, 58 Metavish, Dental College, 2 Phillips Square. Montreal Diocesan and Theological College, 201 University street. Loyola College, 66 Drummond street. St. Patrick Seminary, 79 Alexander. Bishop's College, 1817 Ontario, Montreal College of Pharmacy, 595 LaGauchetière. College St. Gregoire le Thaumaturge, 176 Marie Anne. College du Mont St. Louis, Sherbrooke street near St. Denis.

Convents.—Convent of Notre Dame Congregation, on Notre Dame street, corner St. John. Mount St. Mary, 326 Guy street. Sacred Heart, 96 Alexander street. St. Louis Convent, 273 Roy street. Good Shepherd Convent, 500 Sherbrooke street. Academie St. Louis de Gonzague, 405 Sherbrooke street. Academie St. Ignace 91 St. Hubert street. Academie Sœurs S. S. Noms de Jesus et Marie, 71 Cherrier street. Academie Ste. Marie, 186 Craig street. Pensionnat Ste. Catherine, 754 St. Catherine street. Hochelaga Convent, 99 Notre Dame street. Sœurs S. S. Noms Jesus et Marie Couvent, Desery street. Academie Marie Rose, 410 Rachel street. Sisters of the Holy Cross, 337 St. Charles street. Pensionnat St. Bazile, 347 Mount Royal.

A little outside the City, passed Westmount, there is also the Villa Maria Convent and the Maison Mère of the Sisters of the Congregation of Notre Dame, who have 25,000 girls in their schools throughout Canada. This is renowned to be one of the finest convents in America.

Schools.—Montreal's schools are too numerous to mention. The following are the most important :

Bonsecours school, 37 Commissioners street. Christian Bro

thers, 127 Young street. Sarsfield School, 81 Grand Trunk street. St. Alphonse School, 120 Conway street. Academy St. Joseph, 2351 Notre Dame street. St. Joseph School, 141 St. Martin street. Mowat School, 472 Guy street. St. Antoine Academy, 245 Guy street. Christian Brothers, 35 Magaret street. St. Antoine Academy, 856 Lagauchetière street. St. Agnes Academy, 306 St. Antoine street. Victoria School, St. Luke street. Normal School, 34 Belmont street. Ecole Normale Jacques Cartier, Sherbrooke street. High School, 124 Metcalfe street. Dufferin School, 100 St. Urbain street. Academy of the Plateau, 1989 Ontario street. Italian School, 2084 St. Catherine street. St. Lawrence School, 1966 St. Catherine street. Christian Brothers, Vitré street, corner Coté street. Commissioners School, 216 Roy street. Christian Brothers, 460 Sherbrooke street. St. James School, 203 St. Denis street. Aberdeen School, 513 St. Denis street. Academy Marchand, 62 St. Hubert street. Academy Asile St. Vincent de Paul, 46 Visitation street. Viau School, 212 Sherbrooke. Montcalm School, 1156 de Montigny street. Champlain School 224 Fullun street. Ste. Bridget School, Maisonneuve street. Plessis Academy, 383 Plessis street. Landsdown School, St. Catherine street east. Holy Cross Brothers School, 267 Déséry street. Mount Royal School, 785 St. Urbain street. St. John Baptist Academy, 786 Sanguinet street. Aberdeen School, 1227 Rivard street. Dufferin School 204 Dufferin street.

BENEVOLENT INSTITUTIONS

Montreal counts a good many Hospitals, Homes and Religious Orders.

Hospitals.—Montreal General Hospital, 536 Dorchester street. Notre Dame Hospital, 1427, Notre Dame street. Royal Victoria Hospital, Pine Avenue. Western Hospital, 1000 Dochester street. Hotel Dieu, Pine Avenue. Contagious Disease Hospital, Moreau street. Women Hospital, 80 Osborn street, Montreal. Homeopahthic Hospital, 44 McGill College Avenue. Montreal Maternity Hospital, 93 St. Urbain street.

Homes etc.—Little Sisters of the Poor, 625 Seigneurs street. Bethlehem Asylum, 3 Richmond square. Foundling, 391

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Guy street. Protestant Infants' Home, 508 Guy street. The Church Home, 403 Guy street. Montreal Infants' Home, 43 Argyle street. The Hervey Institute, 215 Mountain street. Trustees Boys Home, 121 Mountain street. St. Joseph's Hospice, 58 Cathedral street. St. Joseph's Asylum 541 St. James street. Old Brewery Mission, 786 Craig street. Society for the Protection of Women and Children, 772 Lagauchetière street. St. Patrick Asylum, 772 Lagauchetière street. St. Bridget's Home, 772 Lagauchetière street. Salvation army, 22 Alexander street. Young Women's Christian Association of Montreal, 896 Dorchester street. St. Andrew's Home, 46 Belmont street. Sheltering Home, 92 St. Urbain street. Incurables Home, 557 Sherbrooke street. Nazareth Asylum, 1999 St. Catherine street. Catholic Orphan Asylum, 2049 St. Catherine street. House of Industry and Refuge, 689 Dorchester street. St. Vincent de Paul Patronage 647 Lagauchetière street. The French Refuge, Dubord street, near St. Hubert, Young Men's Hebrews Benevolent Society, 5 Elizabeth street. St. Anne's Home, 149 Berri street. Hospice St. Joseph, 1173 de Montigny. Sisters of Mercy Home, 326 Dorchester street. Sisters of Charity, 85 Fullum street. Gamelin Asylum, 759 St. Catherine street. Auclair Asylum, 768 Sanguinet street.

Then there are also the Longue Pointe Insane Asylum, located in the municipality of Longue Pointe.

The Verdun Insane Asylum, located in the Verdun Municipality.

XI.

Churches

Montreal has often been denominated the “City of Churches.” In fact, there are about 250 churches of all denominations in the Canadian Metropolis.

Generally speaking, the following may be relied upon as to hours of service.

Catholic Churches:—Are open during the whole of Sundays also during the week days from 6 a.m. to 6 p.m.

Services at Parish Churches : Low Mass, 6, 7 and 8 a.m.

High Mass, 10 a. m.

Protestant Churches.—Presbyterian : Services at 11 a.m. and 7 p.m. Church of England : Holy communion at 8 a.m. Prayers and Sermon at 11 a.m., and evening Service at 7 p.m. Methodist : Services at 11 a.m. and 7 p.m. Baptist : Services at 11 a.m., and 7 p.m. Congregational : Public worship at 11 a.m., and 7 p.m.

CATHOLIC CHURCHES

Notre Dame Church.—Place d’Armes square. Built in 1824 by James O'Donnell, opposite the site of an earlier church of 1672. It is one of the largest ecclesiastical edifices in America, being 255 feet long and 135 feet wide and can easily contain 12,000 worshippers. The two towers are 227 feet high. The interior is adorned in a rather florrid style. The south west tower contains a fine chime of 11 bells, one of which “Le Gros Bourdon” weighs upwards of 12 tons and is the heaviest in America. The top of this tower reached by an elevator (25 cents) commands a magnificent view of Montreal. The organ is also one of the finest in the world.

St. James Cathedral.—Corner of Dorchester and Cathedral streets. A reproduction on a reduced scale of St. Peter's at Rome, founded in 1868 and completed only these last years. It is 333

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feet in exterior length, 22 feet in width across the transepts and 80 feet high to the ridge of the roof. The portico with its huge Corinthian pillars, is an effective feature. The dome is 250 feet high and 80 feet in diameter ; it is surmounted by a cross 18 feet high. The interior which produces an effect of great light and space, is elaborately adorned with paintings of scenes from the life of St. James the Great. Nearby the Cathedral, to the south, is the Archbishop's palace.

Church of the Gesu.—On Bleury street, close to St. Catherine. This church, which is very artistically decorated, is under the care of by the Jesuit fathers. It is considered an exact counterpart of the celebrated Gesu of Rome.

St. Patrick's Church.—Corner of St. Alexander and Lagachetière streets. Is the chief church of the Irish Roman Catholics of Montreal.

St. James Church.—Corner of St. Catherine and St. Denis streets. This church is adorned with a very graceful steeple.

Notre Dame de Lourdes Church.—On St. Catherine street, corner of Notre Dame de Lourdes street. Built in 1874 to commemorate the miraculous apparition of the Virgin Mary at Lourdes. The church consists of a nave, with narrow aisles, transept, and choir, and is in a Neo-Bizantine style such as is seen in some of the churches of Venice. The central dome is 90 feet high. It was desined by the Canadian painter and architect Napoléon Bourassa. The Basement Chapel (reached by passing to the right of the choir into the vestry and then descending) represents the appearance of the Virgin to the peasant-girl Bernadette Soubirons at Lourdes in 1858.

Notre Dame de Bonsecours.—At the Corner of St. Paul and Bonsecours streets stands the quaint little church of Notre Dame de Bonsecours, founded by sister Marguerite Bourgeois in 1657, dating in its present form from 1771. Magnificent view from tower (admission, 10 cents).

Notre Dame de Pitié Church on Notre Dame street at the head of St. Lambert Hill. **St. Ann's Church, McCord**

street, corner Basin. St. Joseph's Church, Richmond street near Notre Dame. St. Joseph's Hospice Church, 62 Cathedral street. St. Antoine Church, St. Antoine street corner Seigneurs. Notre Dame des Anges Church, 645 Lagauchetière street. St. Louis de France church, Laval avenue near St. Denis street. St. Eusèbe Church, 645 Fullum street. St. Peter's church, Visitation, near St. Catherine street. Sacred Heart Church, 1069 Ontario street. St. Vincent de Paul Church, St. Catherine east. Redemptorists' Church, 98 Notre Dame street. La Nativité's Church, Désery street near St. Catherine. St. John Baptiste Church, Rachel street, near St. Denis. St. Sacrement Fathers Church, 320 Mount-Royal. St. Gabriel Church, Centre street. St. Edouard Church, Labelle street. Immaculate Conception, Rachel street, corner Papineau avenue. St. Cunegonde Church, corner Vinet and St. James streets. St. Henry Church, corner Guimond and St. James streets.

PROTESTANT CHURCHES

Church of England.—Christ Church Cathedral, on St. Catherine street. It is a well-proportioned and effective structure in the decorated Gothic style, erected in 1859. It is 212 feet long and 100 feet wide across the transepts. The spire is 224 feet high. The stained glass windows are very fine. In the rear is the Bishop's Palace and the Rectory. St. Luke's Church, corner Champlain and Dorchester streets. Trinity Church, corner of St. Denis street and Viger square. St. Martin's Church, corner of St. Urbain and Prince Arthur street. Episcopal French Church, 121 Chatham street. St. Mathias Church, Westmount. St. Mary's Church, on Prefontaine street. St. Edward's Church, corner of St. Paul and Inspector's streets. The Church of the Advent, corner of Wood and Western Avenues. Church of the Ascension, Outremont avenue, Outremont. Church of the Redeemer, Côte St. Paul. Richmond square Mission, corner of St. Antoine and Richmond square. Jewish Mission of the London Society for promoting Christianity amongst the Jew, 374 Lagauchetière street. St. George's Church, Windsor street, corner Osborne. St. Stephen's Church, corner Dorchester street and Atwater avenue. St. James the Apostle, corner, St. Catherine and Bishop streets. Grace Church, 715 Wellington street. St. John the Evangelist,

corner of Ontario and St. Urbain streets. All Saints Church, corner of Marie Anne and St. Denis streets. St. Thomas, 1038 Notre Dame street. St. Jude's Church, corner Coursol and Vinet street. Belcher Memorial Church, Verdun. St. Cyprian's Church, corner Pie IX and Adams Street.

Presbyterian.—St. Paul's Church, on Dorchester street. Crescent street Presbyterian Church. Erskine Church, Sherbrooke street, head of Crescent street. American Presbyterian Church, corner Drummond and Dorchester streets. Stanley street Church, near the Windsor. Knox Church, corner Mansfield and Dorchester streets. Chalmer's Church, corner Prince Arthur and St. Lawrence streets. St. Giles Church, corner St. Denis and Carriere streets. St. Matthew's Church, corner of Wellington and Bourgeois streets. Calvin Church, corner Notre-Dame and Seigneurs streets. Westminster Presbyterian Church, corner St. Antoine street and Atwater avenue. St. Andrew's Church, Westmount. Melville Church, Westmount Park. Victoria Church, corner Conway and Menai streets. St. Paul's Mission, St. Charles street, Point St. Charles.

Methodist.—St. James' Methodist Church, corner St. Catherine and City Councillors streets. Douglas' Methodist Church, corner St. Catherine and Chomedey streets. Sherbrooke street Methodist Church, corner Sherbrooke and St. Charles Borromeo streets. Dominion square Methodist Church. West End Methodist Church, corner Coursol and Canning streets. Mount Royal avenue Methodist Church, corner Berri and Mount Royal streets. Fairmount avenue Methodist Church. Mountain street Methodist Church, corner Mountain street and Torrance avenue.

Baptist.—First Baptist Church, corner St. Catherine and City Councillors streets. Olivet Church, corner Osborne and Mountain streets. Westmount Baptist Church, corner Western and Oliver avenues. Point St. Charles Baptist Church, corner Wellington and Liverpool streets. North Baptist Mission, corner St. Lawrence street and Duluth avenue. Berri street Baptist Mission, 798 Berri street. The Baptist Tabernacle, 1006 St. Catherine street.

Congregational.—Calvary Church, Guy street, above St.

Antoine street. Zion Church, corner Mance and Milton streets.
Emmanuel Church, corner St. Catherine and Stanley streets.
Bethlehem Church, corner Clarke and Western avenues.

Christian Science.—First Church of Christ, 41 Closse street,
Western square. Second Church of Christ, 194 Peel street.

Lutherian.—German Lutheran Church, St. Dominique street.
Scandinavian Evangelical Mission, 75 Inspector street.

Unitarian.—Church of the Messiah, Beaver Hall Hill.

Jewish.—German and Polish Jews Synagogue, 57 McGill College avenue. Hebrews Synagogue, 276 St. Urbain street. Portuguese Jews of Montreal Synagogue, Cote street. Jews Synagogue, 121 St. Dominique street.

Chinese.—Chinese Mission, 48 McGill College avenue.

XII.

Markets and Abattoirs of the City.

Montreal possesses two abattoirs, the Western and the Eastern. The latter is by far the more important one. It is located in the upper part of De Lorimier Avenue occupying some twenty acres of land. The main buildings are the Cattle building, the Hogs building, the Refrigerators, and the main Offices.

One may judge of the importance of this Abattoir by the following figures taken from the last statement of animals killed in 1902 : 62,217 cattle : 82,244 sheep ; 43,987 calves and 112,828 hogs.

Besides these Abattoirs, there are nine public Markets in Montreal which deserves special visit on market days, Tuesdays and Fridays.

Bonsecours Market.—On the River front, near Jacques-Cartier square. It is a large building nearly 500 feet long. This should be visited on market days between 5 a.m., and 10 a.m.) when it is crowded with Habitants (country people) offering their farm and garden produce for sale, or briying clothing, shoes, trinkets, rosaries, etc. The cost of Bonsecours Market is \$300,000 and it brings over \$35,000 of revenues to the City every year.

St. Lawrence Market.—On St. Lawrence street, between Dorchester and St. Catherine streets. Built in 1845, it is one of the oldest markets of the city. Florists from the vicinity of Montreal generally offer their produce at this market.

St. Antoine Market.—On St. James street, between Mountain and Aqueduct streets : This market was built in 1855.

St. John Baptist Market.—On Upper St. Lawrence street, corner Rachel street. This market was built in 1870, by the municipality of John Baptist which has since been annexed to the City.

St. James Market.—On Ontario street, between Amherst and Wolfe streets. It was built in 1871 and is one of the most important markets of the city, bringing yearly revenues of over \$30,000.

Eastern Cattle Market.—On Upper Frontenac street. This market was built in 1885 and occupies some ten acres of land. Its stables can contain 1,000 cattles.

Western Cattle Market.—On St. Etienne street, in Point St. Charles. This market was built in 1901 and does very good business.

Fish Market.—On Commissioners street, between Berri and Friponne streets. This is where the fishermen offer their catch to the public.

Hay Market.—On Hay Market square, bounded by St. Paul, Inspector and William streets. Was open to the public in 1865. The farmers meet here to sell their hay and straw.

XIII.

Sports.

Apart from good fishing and excellent hunting which the sportsmen might enjoy by coming to Montreal, there is also a good number of summer as well as of winter sports.

SUMMER SPORTS

Lachine—Is the national game of Canada and takes precedence of all others in public estimation. To the stranger, a game of lacrosse, specially a championship match, is a most attractive sight, being full of incident, simple in its nature and easily followed. A match lasts about two hours. Montreal has a great number of lacrosse clubs, the most important being the Shamrock club, the National club, the Montreal A. A. A. club, the DeLormier club, the Point St. Charles club, etc.

Baseball.—The baseball lovers are also very numerous in Montreal and they are increasing every day. It is only last year Montreal severed its connection with the Eastern League where it once held the championship pennant. The Mascotte club is the strongest local aggregation.

Football.—Football flourishes in Montreal and several important clubs are to be found ; amongst others, the Britannias, the Montreals, the McGill College clubs, etc. The Rugby Union rules are most generally adopted.

Cycling.—Cycling is not so much in vogue as it would be if the country roads were better. There are but a few clubs : the Montreal A. A. A., the Montagnard. Automobiling, for the same reason, is not very popular.

Yachting and Boating.—Montreal's yachting headquarters are at Lachine (9 miles west), on the shore of the magnificent lake St. Louis. But there are in Montreal several canoe clubs, the Grand Trunk Boating Club being the most important. Numerous

regattas open to all amateurs (principally at St. Lambert, Longueuil, Lachine, Dorval, Ste. Rose), are held annually.

Golf.—Golfing is quite popular in Montreal ; there being fine goll links on Mount Royal Park and in the suburbs. Great interest is taken in the game. Visiting golfers may be assured by a warm welcome. Interprovincial and international tournaments are annual events. The St. Andrew rules are generally followed.

Cricket.—This game excites little general interest in Montreal. There are but a few clubs of cricket which compete annually with clubs of other cities.

Lawn Tennis.—Lawn Tennis still lags behind that of Great Britain or the United States. Several clubs exist in Montreal but, as a rule, there is not much general enthusiasm about the game.

Horse Racing.—Flat and trotting races are very popular in Montreal. The principal race tracks are Royal Park (Notre Dame street east, Maisonneuve), DeLorimier track (Upper end of DeLorimier avenue) and Belair track (a few miles west outside the City).

WINTER SPORTS.

Skating.—Skating can be enjoyed to perfection in Montreal from December to March. There exist numerous covered rinks which are well attended by both sexes. Most of them are lighted by electricity ; and the fancy dress carnivals held in them afford a unique and very attractive spectacle.

Hockey.—Hockey is played in Canadian cities only as a winter game, and the expertness of Canadian skaters makes a well-contested match and extremely graceful and interesting sight. There is much rivalry between the clubs of the different cities.

Snowshoeing.—There is about twenty snowshoe clubs in Montreal. Each clubs has its distinctive uniform of bright-coloured blanket coat and “tuque” (cowl), so that a procession of snow-shoers tramping across the snow on a clear moonlight night, rousing the echoes with their songs and choruses, is a most attrac-

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tive sight, and one not to be witnessed outside of the Dominion of Canada. The art of walking on snowshoes is not quite as easy as it looks, but can be acquired after a little practice.

Tobogganing.—Tobogganing is an extremely popular winter amusement in Montreal with all classes, from the small boy who slides down a steep hill on his "bob-sled" to the elite of society who flock behind the mountain to enjoy the slide. A "toboggan" is constructed of thin pieces of board about 18 inches wide, curved upwards at one end and varying in length from 4 to 8 feet, according to the number of persons it is designed to carry. A long cushion is placed on it for the passengers; and the frail conveyance rushes down the snow-covered declivity at the speed of an express train. The steersman, in the rear, directs its course with hands and feet.

Curling.—Curling is seen at its fullest perfection in Montreal. All the rinks are in covered buildings; and as the ice is very carefully looked after, a nicety of play is attainable that would be a revelation to old-fashioned curlers accustomed to the rough-and-ready style of the open-air game. Montreal has three curling clubs, each with a large membership and a commodious club-house. The rules observed are those of the "Royal Caledonian Curling Club."

Athletics.—Several athletic clubs of considerable importance have their head-quarters in Montreal and are rapidly increasing in size and influence. They own fine buildings and extend a cordial welcome to all visiting athletics.

FISH AND GAME.

Fishing.—There is very good fishing in the River St. Lawrence, specially in the upper part, in lake St. Louis. The Angler can find there plenty doré, bass and maskinongé. For trout, one would better go in the lakes, in the northern part of the country, about 70 miles from Montreal.

Hunting.—Hunting is also very good in the surroundings of Montreal. There is fine duck shooting in lake St. Peter. Deer and moose are to be most particularly found in the northern mountains, at the terminus of the C. P. R. Labelle line for instance. The best thing for a visiting sportman would be to

apply, for information, to the Fish and Game Club, which is a well organized institution. The following fish and game laws might prove interesting to sportmen :

OPEN SEASON--FISH AND GAME.—PROVINCE OF QUEBEC.

Caribou—From the 1st of September to the 1st of February.

Deer and moose—From the 1st of September to 1st January.

Deer and moose, counties of Ottawa and Pontiac—From 1st October to 1st December.

It is forbidden to hunt, kill or take, at any time, the young of caribou, deer or moose, of one year of age or less. Also to hunt, kill or take, at any time, any cow moose or doe.

Beaver—At any time after the 1st day of November, 1902.

Mink, otter, marten, pekan, fox and lynx—From the 1st of November to 1st of April.

Hare—From 1st November to 1st of February.

Bear—From 20th August to 1st of July.

Muskrat—From 1st of April to 1st of May.

Woodcock, snipe, plover, curlew, tatler or sand-piper—From 1st September to 1st of February.

Birch or spruce partridge—From 1st of September to 15th December.

Widgeon, teal, wild duck of all kind—From 1st of September to 1st of April.

Sheldrake, loons, gulls, eagles, falcons, hawks and other birds of the falconidæ are not protected.

It is forbidden to take rents or eggs of wildbird at any time of the year.

Line fishing, and rod and line fishing, are alone permitted in navigable waters, and the rod and line fishing only is permitted in the non-navigable waters of the Province of Quebec.

Any person not having his domicile in the province, who desires to fish therein, must, before beginning to fish, procure a special license to that effect from the Commissioner, or from any other person authorized for that purpose.

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Fees for license for non-residents are as follows :

For one day or more, per day	\$ 1.00
For one month	10.00
For two months	15.00
For three months	20.00

Bona fide active members of the clubs duly incorporated under the law of the province, or licensees of the fishing territory, have no license to pay to fish in their territory.

The fishing rights do not give non-residents the privilege to hunt.

OPEN SEASON FOR FISH

Bass.—From 16th of June to 15th of April.

Maskinongé.—From 2nd of July to 25th May.

Pickarel (Doré).—From 16th of May to 15th of April.

Salmon.—From 2nd of February to 15th of August.

Speckled Trout.—From 1st of May to 1st of October.

Grey Trout, lake trout or lunge.—From 2nd of December to 15th of October.

White Fish.—From the 2nd of September to the 10th of November.

Ouananiche.—From 2nd of December to 15th of September.

XIV.

Military Affairs.

Montreal is comprised in the fifth military district of Canada. Colonel Gordon is the officer in command. He is a very popular military man, having come to the public's notice through his African campaigns and his excellent garrison service at Kingston. Major Lafferty is the staff adjutant. The district storekeeper is Lieutenant Colonel Mattice.

The boundaries of Montreal's military district, are quite extended. To the east it goes as far as Three Rivers, comprising the 86th from Three Rivers and the 84th from Nicolet; to the North as far as Argenteuil and Joliette, and to the South as far as Beauharnois, Chateauguay and Shefford.

Montreal's military corps are divided as follows :

- 1o. Duke of York Royal Canadian Hussars.
- 2o. Third Montreal Field Battery.
- 3o. Second Regiment of Canadian Artillery.
- 4o. Montreal Company of Engineers.
- 5o. First Prince of Wales Fusilleers.
- 6o. Third Victoria Rifles.
- 7o. Fifth Royal Scots.
- 8o. 65th Mount Royal Rifles.
- 9o. 85th Regiment.
- 10o. Army Medical Service Corps.
- 11o. Army Hospital Corps.
- 12o. Army Service Corps.

Montreal's military district can call under arms an effective of some 10,000 men.

The military head quarters are the Drill Hall, located on Craig street, corner City Hall Avenue.

The Victoria Rifles Regiment however have a special armoury.

At Pointe aux Trembles, east of the city, on way to Bout de l'Île, are beautiful rifle ranges.

St. Helen's Island is partly affected to the military stores.

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XV.

Clubs and Societies.

In a book of this character the subject of purely social clubs need not consume much space, since without an invitation from a member nothing more than the outside of the club houses can be seen by a stranger.

Of Montreal's social clubs, the foremost are the St. James Club, 831 Dorchester street, R. M. Humble, secretary.

Club Canadien, 350 Lagauchetiere street.

Mount Royal Club, corner Sherbrooke and Stanley streets.

St. Denis Club, 441 Sherbrooke street.

SPORTING CLUBS.

Fish and Game Protection Club of the Province of Quebec, W. J. Cleghorn, secretary.

St. Maurice Fish and Game Club. L. H. Smyth, secretary, P. O. B. 1079, Montreal.

Club de Chasse à Courre Canadien, 97 St. James street.

Compagnie du Club de Chasse et de Pêche du Chenal du Moine, 60 Jacques-Cartier square.

Grand Trunk Boating Club, Horace Hartley, secretary, 126 Duke street.

Montreal Curling Club, 56 St. Luke street.

Montreal Football Club, 149 Mansfield street.

Montreal Lacrosse Club, 149 Mansfield street.

Shamrock Lacrosse Club, 43 St. François-Xavier street.

Canadian Amateur Athletic Union and Montreal Amateur Athletic Association, 149 Mansfield street.

National A. A. Association, A. Beaudoin, secretary.

Shamrock Amateur Athletic Association, W. P. Lunny, secretary, 43 St. François-Xavier street.

Point St. Charles Amateur Athletic Association, 578 Wellington street.

Le Montagnard Amateur Athletic Association, J. A. Christin, managing director, 149 Sanguinet street.

NATIONAL SOCIETIES.

Association St. Jean-Baptiste, general-secretary, Philippe Demers, Banque du Peuple Building, St. James street.

St. George's Society, James Mitchell, secretary.

St. Andrew's Society, David Seath secretary, Harbour Board Building.

Caledonian Society, J. Albert McLean, secretary, 613 Lagachetiere street.

St. Patrick's Society, Dr Kennedy, secretary, 92 St. Alexander street.

German Society of Montreal, R. Freygang, secretary, 244 St. Lawrence street.

Scandinavian National Society, H. Lonnquist, secretary, 15A Bleury street.

BENEFIT AND SECRET SOCIETIES.

Young Irishmen's Literary and Benefit Association, P. J. McElroy, secretary-treasurer.

Sons of England Benefit Society, W. C. G. Blake, 101 Ash Avenue, Montreal.

Société des Artisans Canadiens-français, Germain Beaulieu, general-secretary, 657 De Lorimier Avenue.

Alliance Nationale, L. J. D. Papineau, secretary, 7 Place d'Armes Hill.

Union St. Joseph, L. S. Gendron, secretary, 1796 St. Catherine street.

Union St. Pierre, A. Chenard, secretary, 1796 St. Catherine street.

Young Women's Christian Association, 896 Dorchester street.

Montreal Firemen's Benefit Association, L. A. D'Amour, secretary, Fire Department, City Hall.

Musicians Benevolent Society, Chas. Murphy, secretary, 212 Elgin street, Montreal.

Montreal Ladies' Benevolent Society, 31 Berthelet street.

St. George's Young Men Christian Association, 17 Stanley street.

Ancient Order of Hibernians, James McIver, secretary, 329 St. Antoine street.

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Hibernia Knights, M. J. Doyle, secretary, 108 Workman street.
Catholic Mutual Benefit Association, Grand Officers for Montreal District : J. L. Costigan, Geo. A. Carpenter, J. C. Lamothe, J. E. Bourgeau, John H. Folley, A. B. Poitevin, Chas. Fortier, Jos. Lozeau.

Catholic Benevolent Legion, 11 Cherrier street.

Catholic Sailors' Club, M. A. Phelan, secretary, 30 St. John street.

Catholic Order of Foresters, Head quarters, St. Ann's Hall, 157 Ottawa street.

FREE MASONRY. (A. F. and A. M.) All lodges meet at Masonic Temple, corner Dorchester and University streets.

Canadian Order of Foresters, Legal Agent, M. D. Carroll, 97 St. James street.

Independent Order of Foresters, Court meets at 149 Berri street.

Ancient Order of Foresters, Samuel Gray, secretary, 80 Mitcheson street.

Independent Order of Oddfellows, T. J. Porter, P. O. B. 432, Montreal.

Knights of Pythias, E. Allison Powers, Supreme Chancellor, P. O. B. 879, Montreal.

Ancient Order of United Workmen, A. T. Paterson, Grand Recorder, 12 Place d'Armes.

Knights of Columbus, club rooms, 2086 St. Catherine St.

COMMERCIAL AND INDUSTRIAL SOCIETIES.

Dominion Commercial Travellers Association, H. W. Wadsworth, secretary.

Canadian Bankers' Association, T. P. Knight, secretary treasurer, Montreal.

Canadian Society of Civil Engineers, Prof. C. H. McLeod, secretary.

LABOR CENTRAL COUNCILS.

Central Trade and Labor Council, Oscar Lorange, secretary.

Federated Trades and Labor Council, P. A. Boudreau, secretary, 43 Recollet street.

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Single Tax Association, Joseph Fortier, stationer, St. James street.

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Natural History Society of Montreal, corner Cathcart and University streets.

Numismatic and Antiquarian Society, Chateau de Ramezay.

Société de Colonisation et de Rapatriement, L. E. Carufel, secretary-treasurer, opposite City Hall.

Woman's Art Association, Mrs. Deacon, secretary, 68 Durocher street.

Decorative Arts Society, Miss Jemina MacFarlane, secretary.

Industrial Rooms, Mrs. J. H. Burland, secretary.

Aberdeen Association, Mrs. A. Gagnon, secretary.

Dominion Alliance (for the total suppression of the liquor traffic), J. H. Carson, secretary, 185 St. James street.

Lord's Day Alliance, A. M. Crombie, secretary, 123 Crescent street.

Montreal Zionist Society, S. Tolpis, secretary.

Société Historique, R. Bellemare, secretary, 180 St. James street.

Société Saint-Vincent de Paul, J. Horace David, secretary, 15 St. James street.

Montefiore Club, M. J. Hirsch, secretary, 7 Victoria street.

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XVI

The environs of Montreal

 For more detailed informations than those contained in the following chapter, the tourist would do well to call at the offices of the Montreal Business Mens' League, corner of Notre Dame and Cote St. Lambert, which will supply all necessary booklets, etc.

DRIVES : By using a hack or hiring a rig the Visitor might spend a forenoon to visit Mount Royal Park.

The Mount Royal Cemetery (Protestant) is situated on the east side of the Mountain. Further west is the Catholic Cemetery which is one of the finest in the world. The stations of the "Way of the Cross" are worth seeing.

Another very pleasant drive is to Lachine and back. We would advise going by the upper road, which is to be found on the map at the west end of St. James street and returning by the lower Lachine road, skirting the river and affording a good view of the rapids.

CARS : A favourite point for an electric car (Park and Island Line) drive is the Sault-au-Recollet. All the St. Lawrence street cars connect with the Park and Island cars going north.

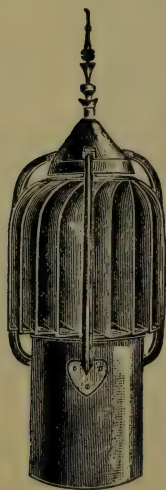
To go to Cartierville, connect with Park and Island cars from any Amherst car, stopping corner Park avenue and Mount Royal street.

Bout-de-l'Île : Any car of the Terminal Street Railway will give you necessary connections. On the way, you will pass through Longue Pointe with its famous Insane Asylum, Pointe-aux-Trembles, the "chapelle de la Réparation," etc.

To shoot the Lachine Rapids go to Lachine by electric cars leaving every half hour or take the G. T. R. train, at Bonaventure station. (See advertisements in daily papers).

BOATS : The ferry for St. Helen's Island leave Victoria pier every half hour. The Longueuil ferry is at the foot of Poupart street. The boat plys every half hour. The Laprairie boat, leaves Victoria pier every two or three hours.

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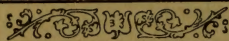
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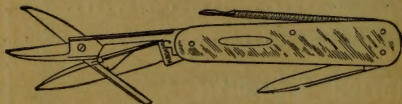
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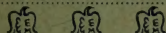
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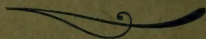
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